

## REPORT

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## EVALUATION.

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PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED.

DATE PREPARED 13 November 1951

## REFERENCES

PAGES

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ENCLOSURES (NO. &amp; TYPE)

REMARKS.

1. On 4 October 1951, no aircraft were observed on the east edge of Finow airfield. An undetermined number of jet fighters were parked in the northern section of the installation. One Dakota transport landed at 2:20, 2:50, 3:30, 4, and 4:50 p.m. After the landings, boxes were unloaded from the aircraft and trucked to the flight control building. The aircraft were then refueled and three took off individually at 3:20, 4:15, and 5 p.m. heading southeast. A fourth plane which was observed parked at the field at 2 p.m. took off at 2:45 p.m. and headed in the same direction. The two planes which had landed at 4 and 4:50 p.m., did not take off until 5:30 p.m. There was no flying by jet fighters. (1)

2. On 5 October, the following flying by transports was observed.

<u>Time</u>	<u>Flying Activity</u>	<u>Aircraft</u>
3:15 p.m.	Landing	1 Dakota
4:00 "	"	1 "
4:15 "	Take-off	the Dakota which had landed at 3:15 p.m.
4:45 "	Landing	1 four-engine transport
5:15 "	Take-off	the Dakota which had landed at 4 p.m.
5:45 "	"	the four-engine plane which had landed at 4:45 p.m.

As on the preceding day, boxes were unloaded from the planes which arrived. Subsequently the aircraft were refueled and took off heading southeast. There was no flying by jet fighters in the morning or afternoon.

3. Or 6 October, no flights were made by jet fighters. The occupation was the same as on 4 October. The field boundaries were heavily guarded. At 3:20 p.m. a biplane took off.

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4. On 28 September, 29 MIG-15s, 12 single-engine low-wing monoplanes, and 2 biplanes were observed at the field. An additional 12 MIG-15s were estimated to be parked there. The planes of the alert flight in the northeastern corner of the field [redacted] Four additional swept-back jet fighters, [redacted] were parked farther southward. (2)
- At 4:30 p.m., there was flying by 9 MIG-15s which took off in formations of 2 or about 5 planes. The planes flew for about 15 minutes. A radio truck, a vanlike truck with a plexiglass cupola, 4 other trucks, and 2 tank trucks were parked at the take-off point. Three air force soldiers were laying telephone lines along Finow-Bicsenthal road.
5. On 1 October, there was no flying at the field. The MIG-15s observed at the field did not have auxiliary fuel tanks. On 4 October, aircraft were only parked on the northern edge of the installation. No alert flight was seen in the northeastern corner of the field. There was no flying except for the landing of 4 MIG-15s and 2 biplanes. The four masts of the radio installation east of the field were moved about 200 meters further east. (3) A small cabin was located in the middle of the square of masts. The two low wooden buildings of the previously observed radio installation were unchanged. Two small wooden huts were observed about 500 meters east of these buildings. A telephone line extended from the field via the newly erected radio installation to a radio installation in forest sub-areas (Jagen) 1.74/175, not far from the waterfall. The latter radio installation consisted of a main building 2.5 x 2.5 x 3 meters and a small building with two annexes. About 10 meters north of the main building there was a mast 10 to 12 meters high from the top of which eight wires radiated down to the ground. The mast was braced by four wires. (4)
6. On 5 October, [redacted] Soviet soldiers who offered their motor-cycles and bicycles for sale at a repair shop in Finow [redacted] some of the personnel were to be transferred within the Soviet Zone of Germany and another group was to return to the U.S.S.R. [redacted] they were not allowed to take private vehicles along when leaving the field. However, no shipments were observed. (5)
7. On 11 October, eight railroad cars were being loaded in Finow with motor vehicles, [redacted] 15 coaches were loaded with about 300 air men and 6 passenger cars with dependents. About 30 crates and 5 MIG-15s were observed at the field and in the restricted area. A railroad employee said that 150 cars were requested for Finow and that, on 11 or 12 October, a train left for Finow for Borswalde from where it proceeded to an undetermined destination. [redacted] the shipments were to go to Bernau or Drest Litovsk. (5)
8. Between 10 a.m. and 1 p.m. on 6 October, all of the aircraft stationed at the field were parked on the northern edge. There was no alert flight. The jet fighters which were observed from a distance of at least 200 meters seemed to be similar to the MIG-15. No auxiliary fuel tanks were observed. About 7:45 p.m., a single-engine high-wing monoplane with a rigid landing gear landed at the field. There was no other flying.
9. Some officers seen had a silver badge with crossed propellers and a red enamel plate on their right breasts. Air force sentries in groups of two patrolled the road along the eastern edge of the field where newly erected signboards warned against halting there. Twenty army soldiers were laying a telephone line along the road. [redacted] some special activity was under way at the field.
10. On 12 October, 5 jet fighters were counted and an additional 15 jet fighters were estimated at the field. All the planes which were covered with gray tarpaulins were of an unknown type. There was no flying. Air force motor vehicle [redacted] was observed. [redacted] a change of personnel had taken place.

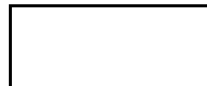
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11. At 7:10 a.m. on 13 October, a train of 20 boxcars, loaded with air force troops, and about 20 flatcars, each loaded with an aircraft crate, left Eberswalde railroad station toward the north. 

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 an air battalion would be transferred to Werneuchen.

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- (5) The transfer of a portion of the units from Finow airfield is considered to be confirmed. The strength and type of the units transferred cannot be concluded. It was rumored that both fighter regiments were to be transferred. However, the shipments observed so far and the number of cars allegedly required are not adequate for all the units. It has not been possible to determine the destination of the shipments. A transfer to Werneuchen is believed improbable since construction at this field has not been completed.

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